
***Proposed Resource Management Plan and
Final Environmental Impact Statement***

Bighorn Basin Resource Management Plan Revision Project

Appendix R

Comprehensive Travel and Transportation Management

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APPENDIX R

COMPREHENSIVE TRAVEL AND TRANSPORTATION MANAGEMENT

1.0 QUESTIONS AND ANSWERS

1. *What are some of the basic premises of Comprehensive Travel and Transportation Management?*

Public access shall be provided to public lands, but managed to protect the public resources as well. This appendix focuses on motorized travel. Routes that are open to motorized vehicle use are also open to non-motorized travel and, in general, cross-country travel using non-motorized modes. Pedestrian, equestrian, and mountain bike riding, or other non-motorized travel modes are generally not constrained, except that any proposal for construction of new trails would be subject to public review under the National Environmental Policy Act (NEPA). Emergency response (including firefighting), permitted use of motorized vehicles, and certain Bureau of Land Management (BLM) administrative uses are exceptions to specific Travel Management Plans (TMPs).

2. *How will travel management designations be implemented?*

Many Comprehensive Travel and Transportation Management (CTTM) decisions in this Resource Management Plan (RMP) revision remain unchanged. Several defined areas, specified in Chapter 2, will continue management under existing TMPs. Examples of existing TMP decisions include 1) defined areas under seasonal closures and 2) Wilderness Study Areas (WSAs) either closed to motorized vehicle use, or restricted to the routes identified during the WSA inventory process. Additionally, in many existing TMPs, routes have been designated as open or closed to motorized vehicle use and, in some cases, have been obliterated and reclaimed.

Areas not under these defined TMP decisions will be divided into additional geographic TMP areas. Each area will have its own plan with its own decisions describing routes open or closed to motorized vehicle use. Cooperating agencies, affected private landowners, and the general public will be involved in each travel planning effort prior to TMP decisions.

In depth travel management policy is found in [BLM Manual 1626 – Travel and Transportation](#), available online at:

http://www.blm.gov/pgdata/etc/medialib/blm/wo/Information_Resources_Management/policy/blm_manual.Par.38105.File.dat/1626.pdf

3. *How will the public know if an area is open or closed? How will the BLM ensure the public is notified?*

TMPs will include a public process to ensure involvement in route inventory efforts and discussion of goals and objectives of each TMP (public access, resource protection, private land considerations, etc.); these efforts will be announced in local newspapers and the Wyoming BLM website (www.blm.gov/wy/st/en.html). Following route management decisions for each TMP, maps will be available on the website or at the Cody and Worland Field Offices. In addition, newly affected areas will be signed at entry points, or portals, and information will be provided for distribution at community

venues (e.g., cooperating local stores serving remote areas). Public information and education of the public will precede enforcement. For example, as an area is undergoing TMP development, notices to the community using the area will be posted onsite to announce planning schedules and opportunities for involvement. Once decisions are made, onsite posting of decisions and maps will occur prior to enforcement actions.

4. What will be the schedule for TMP implementation?

Existing TMPs are expected to continue, unless a need for change is identified and assessed using a public process.

New CTTM guidance and policy now requires the BLM to designate all roads, primitive routes, and trails as either open or closed. The BLM will implement TMPs in areas high in priority to address resource concerns which can be found in Maps 69-74. The management designation of “existing” is an interim designation until a TMP designates the route as open for motorized use, or closed to motorized use. Limiting use to “designated” is an indication of high TMP priority. TMP efforts will be scheduled based on priorities established during RMP implementation planning (Appendix D). Priorities for implementation will be informed by cooperating agencies, affected private landowners and the general public, as well as by the level of resource management concerns identified by the BLM. It is expected that the identified future TMPs for areas Limited to Designated roads and trails will take at least five years to properly plan and implement, if each plan takes one year to complete, and if each Field Office initiates one new TMP each year.

The BLM will go through an inventory process to verify the existence of routes that are documented to exist at the date of the RMP Record of Decision (ROD). These inventory processes will also undergo public review to assure a complete understanding of motorized vehicle use in these TMPs. The BLM will conduct a route-by-route analysis using the minimization (designation) criteria (43 CFR 8342.1) to designate or close individual routes in the TMP.

Some areas may be closed immediately with the RMP. Depending on the selected RMP in the ROD, this implementation decision may close certain WSAs, Areas of Critical Environmental Concern (ACECs), or other areas completely to motorized vehicles.

Some areas will continue as Open Areas or become Open Areas depending on the selected RMP in the Record of Decision; and dependent upon completion of each Open Area TMP including required implementation procedures. Management of Open Areas is important for public safety and TMPs specific to each Open Area will be prioritized for completion in the RMP Implementation Planning process. Partners are particularly sought for Open Area TMP efforts.

5. What will the local TMP implementation process look like?

Public Involvement Details

The annual RMP Implementation Plans for each of the field offices will determine the initiation of planning efforts for any specific TMP. The schedule for the TMP will be announced in local newspapers and on the Wyoming BLM website (www.blm.gov/wy/st/en.html), and cooperating agencies and affected private landowners will be notified.

Minimum expected public involvement opportunities for each new TMP will include: posting notices of scoping and planning schedules (onsite, website, and newspaper); providing at least one public meeting during the scoping period; providing for public information and participation in the route inventory

review process, which will take place over at least one entire field season (spring, summer and fall); providing for at least one public meeting following completion of the NEPA document; and, prior to decision making, providing public notice of TMP decisions on the Wyoming BLM website, local newspapers, and onsite.

Revision of existing TMPs will involve the original stakeholders and will also include opportunities for public involvement, including NEPA review, but may not be as extensive as those provided for new TMPs as stated above, depending on the issues to be resolved with the TMP revision. (For example, an entire new route inventory would not be expected.)

Route Inventory Details

Approximately 80 percent to 90 percent of the travel network is expected to be already captured on the BLM's inventoried route network, and the BLM is acquiring additional route inventory information on an ongoing basis. This current inventory is available for review at BLM field offices. When the BLM conducts an inventory review for a new TMP, the public, cooperating agencies, and other stakeholders will be invited to review the known route inventory and to provide specific information on inventoried routes (maps will be provided) or additional routes yet to be inventoried. (The public is invited to provide global positioning system [GPS] data or other information to document other known routes.) During the route inventory review, the BLM will:

- Review and verify information provided by the public, cooperating agencies, and affected landowners.
- Continue to collect additional route data using aerial photos and verify data collected from aerial photos using GPS.
- Assess and define route condition (route by route analysis) and assign interim route category and expected maintenance level.
- Produce new maps.

Decision Criteria

Route designations provide for public access, protection of resources, public safety, and the minimization of user conflicts in accordance with the following criteria per 43 CFR 8342.1:

- Provide adequate public access using a variety of travel modes and appropriate routes.
- Minimize detriment to soil, watershed, vegetation, air, and other resources.
- Preserve wilderness characteristics for WSAs and areas defined specifically for such management in the RMP ROD.
- Minimize harassment of wildlife and disruption of wildlife habitats, giving priority to the protection of endangered or threatened species and their habitats.
- Minimize conflicts between motorized vehicle use and other recreational uses and ensure compatibility of uses with existing conditions in populated areas, taking into account noise and other effects.

6. How will permitted or authorized users be affected by the TMP?

Generally, permit holders will not be impacted by the TMP as permits may allow for use of areas or routes otherwise closed to public motorized travel. Exploration for locatable minerals may be impacted in areas closed to motorized use, where a plan of operations is required (43 Code of Federal Regulations [CFR] § 3809.11(5)).

7. How may permit holders provide information about necessary routes and uses?

Following requests by permit holders, specific permits may authorize motorized travel on routes or in areas not available to the general public (grazing use authorizations, seismic survey permits, approved rights-of-way (ROW), Applications for Permit to Drill or Sundry Notices, timber sale permits, fuel wood permits, etc.) All affected permit holders and users of public lands are encouraged to participate in the travel and transportation inventory efforts to assure full understanding of motorized vehicle use designations in any TMP.

8. Can permit holders restrict public or administrative access?

No, permit holders may not obstruct public use on any route of travel that is open to the general public without authorization by a BLM authorized officer. The BLM requires administrative access across private property and permitted allotments to manage and protect public lands (43 CFR 4130.3-2(h)).

9. When is motorized travel allowed off TMP routes?

Necessary tasks that support commercial or industrial uses of public lands are allowed by permit in the following cases:

- Maintenance of fences and range improvements, salt placement for livestock consumption, and tending to sick cattle.
- Surveying or staking work associated with filing a Notice of Intent (NOI) to conduct geophysical exploration activities, field reconnaissance, and survey work in advance of a ROW action such as a pipeline.
- Mineral activities defined as casual use (except in Closed areas).
- Other permits or authorizations which expressly allow for motorized vehicle travel off TMP routes.

Recreational or general public activities may be allowed off TMP routes (i.e., off-road or cross-country) for specific purposes, which are defined as those activities which generally require the use of a motorized vehicle, and that do not create resource damage. Examples of necessary tasks allowing off-route motorized (OHV) and mechanized (mountain bike) travel in the Bighorn Basin RMP include:

- Parking alongside a route to remove the vehicle from the traffic lane—depending on the RMP ROD, travel may be allowed up to 30 feet from the route edge in areas Limited to Designated roads and trails, and not allowed in Closed areas or in any WSAs.
- Travel for big game carcass retrieval—depending on the RMP ROD travel is allowed up to 300 feet from the route edge only in areas Limited to Designated routes, and not allowed in Closed areas or in any WSAs.
- Travel for dispersed campsite access—depending on the RMP ROD travel is allowed up to 300 feet from the route edge only in areas Limited to Designated roads and trails, and not allowed in Closed areas or in any WSAs.

Any motorized travel outside of these parameters or that causes resource damage is a violation of the RMP decisions and is subject to enforcement action including citation and fine.

10. How will BLM administrative actions be affected by the TMPs? In what cases may the BLM travel off road?

BLM administrative functions may require motorized travel off TMP routes for a variety of administrative purposes where a motor vehicle is required to accomplish the mission, some of which are listed below:

- wild horse management
- fish and wildlife monitoring
- noxious weed control
- fence repair
- restoration and enhancement
- fire suppression and fuels management
- law enforcement activities

The BLM may sign certain routes for administrative use only. As appropriate and necessary, the BLM may reclaim administrative routes and preclude further (non-emergency) use.

11. How will private landowners be affected by TMPs?

ROWs for access will not be affected by the TMPs although certain routes may be closed to public access and use. All affected ROW holders and private landowners are encouraged to participate in the route inventory efforts to assure full understanding of motorized uses in any TMP to minimize user conflicts.

12. If needed, how will local TMPs be changed?

Revision of existing TMPs will involve the original stakeholders and will also include opportunities for public involvement, including NEPA review, but may not be as extensive as those provided for new TMPs as stated above, depending on the issues to be resolved with the TMP revision. (For example, an entire new route inventory would not be expected.)

Issues requiring TMP revisions may include:

- cooperative travel management opportunities with landowners or other agencies
- construction of new access routes associated with permitted activities
- resource monitoring requiring opening or closing routes
- BLM-administered land tenure adjustments
- protecting public health and safety
- preventing unacceptable resource damage
- new issues that may require a change in the TMP
- re-designating routes as open if the cultural, biological, or physical resource has successfully recovered to where the OHV designation can be less restrictive and public demand for additional routes can be demonstrated

13. Does BLM always need to use an entire TMP to address routes?

No, the BLM may close specific roads to protect health and safety and prevent resource damage, or engage in temporary route closures consistent with IM 2010-028. As per 43 CFR 8341.2 (a), if the authorized officer determines that off-road vehicles are causing or will cause considerable adverse effects upon resources or other authorized uses, the BLM shall immediately close areas affected to the type(s) of vehicle causing the adverse effect until the adverse effects are eliminated and measures implemented to prevent recurrence. Compliance with NEPA in the context of temporary closures may include:

- Categorical Exclusions
- Environmental Assessments
- Environmental Impact Statements
- A Determination of NEPA Adequacy (can be used to document that the contemplated action has been adequately covered in an existing NEPA document)

14. What if the BLM needs to change travel designations?

There are three OHV use designations in a TMP: Open, Closed, and Limited. Changing designations requires an RMP amendment. Under past guidance, existing roads and trails was a travel management designation under the limited category. New CTTM policy/guidance now defines existing as an interim management designation until a TMP designates it as open or closed for motorized travel. An RMP amendment is not required to designate routes (i.e., perform TMP) within areas identified in the RMP as managed on an interim basis as existing roads and trails.

15. Why would the BLM change travel designations?

- a new regulation or policy
- use trends, such as OHV recreational activities, requiring a responsive CTTM action to maintain desired settings, experiences, and beneficial outcomes (refer to Recreation Appendix O)
- to maintain desired physical, biological, or heritage resources

16. How will the BLM notify the public of revised travel designations?

- BLM website and local newspapers, at a minimum
- NEPA document scoping and comment periods will be announced

17. How will the BLM manage routes under a specific TMP?

Management of specific routes will be defined in each TMP. Routes may: remain open and receive a specific level of maintenance; be repaired or upgraded; be seasonally closed; be closed to motorized travel; be obliterated and reclaimed; be reconstructed or re-routed; or made available for ROW or landowner access or for administrative use only. New routes may be constructed. Signage will be defined in each TMP.

In specific TMPs, or in Recreation Area Management Plans, trails may be constructed for specific uses (e.g., hiking, mountain biking, and/or equestrian use).

18. How will the BLM close and reclaim additional roads and construct replacement roads?

Once a road inventory is complete, the BLM may close or construct roads through a TMP. Criteria for closing a road include (refer to 43 CFR 8342.1-Minimization Criteria):

- adverse impacts or threats to landowners or stakeholders
- threats to public safety
- adverse impacts to resources, including soil, water, or wildlife
- desired level of access
- redundant (parallel) routes

Criteria for constructing a road include:

- new authorized uses of public lands
- changes to land tenure
- resource protection
- rerouting a road for safety or resource protection
- approval through authorization, such as ROWs

19. Under what criteria would the BLM acquire access across private or state lands?

The BLM may acquire easements across non-federal lands as needed to meet resource objectives.

Exclusive easements, which include public access, may be acquired under the following circumstances:

- Access to public lands is desirable.
- Substantial investment is planned on acquired property.
- Existing cooperative road agreements lack adequate rights for other parties.
- Where applicable in the case of the logging road permits issued or assigned after May 4, 1956, the BLM may obtain perpetual easements under the terms of 43 CFR 2812.6-2(a)(II) for construction of roads with appropriated funds.
- Access restriction and exclusion.

Non-exclusive easements generally provide adequate administrative access for BLM management activities. They usually do not provide access for the general public.

20. Under what criteria will the BLM maintain roads? What are the maintenance levels?

Criteria to maintain routes will be site specific and dependent upon route-by-route analysis, the areas' resource objectives, use, and resource concerns. Primitive routes within WSAs are not maintained other than by the passage of vehicles, with certain exceptions. Exceptions are limited to the minimum mechanical maintenance necessary to provide access (1) as follows:

- For emergencies such as suppression activities associated with wildfire or search and rescue;
- To grandfathered grazing uses and facilities as defined by the Interim Management Plan (IMP) for Lands under Wilderness Review, and under specific authorizations;
- To sites where reclamation or stabilization is needed to protect or improve the lands' wilderness values; and
- to private inholdings.

In these exceptions, maintenance will occur using the “minimum tool concept” described in BLM Manual 6330, Management of Wilderness Study Areas. NEPA analysis is required to analyze maintenance alternatives except in the case of emergencies.

There are five maintenance levels assigned to a travel route ranging from low maintenance priority to high priority.

Level 1: Maintenance is limited to protecting adjacent land and resource values, which means that Level 1 roads are not maintained for motorized traffic. These roads are no longer needed and are closed to traffic. The objective is to remove these roads from the transportation system. Where appropriate, drainage and runoff patterns will be maintained to protect adjacent land. Closure and traffic restrictive devices will be maintained.

Level 2: Typically known as a ‘two-track road’, these routes are passable by high clearance vehicles and maintained dependent on funding levels. Seasonal closures or other restrictions may be imposed. When possible, drainage structures are inspected and maintained within a 3-year period. Grading as necessary to correct drainage problems. Slides may be left in place if they do not obstruct drainage.

Level 3: Natural or aggregate surface with a defined cross section, drainage structures such as rolling dips, culverts or ditches, and may normally be negotiated by passenger cars driven cautiously. User comfort and convenience are not a priority. When possible, drainage structures are inspected and maintained annually. Grading provides reasonable riding comfort at prudent speeds. Brushing to improve sight distance. Slides obstructing drainage receive high priority. Other slides are removed on a scheduled basis.

Level 4: Single or double lane with aggregate surface. Access for passenger cars driven at prudent speeds. When possible, roadway is maintained annually. Major repairs as needed.

Level 5: Highest traffic volume of the transportation system. Single or double lane with aggregate surface. Access for passenger cars traveling at prudent speeds. When possible, roads are maintained annually with preventive maintenance program. Level 5 roads are repaired as needed.

21. Under what criteria will maintenance levels change?

The BLM may adjust maintenance levels based upon use, available funding, and as needs arrive. Maintenance levels may be adjusted during a TMP if it is decided that a particular route would be more appropriately assigned a different maintenance level.

22. What are the Best Management Practices BLM intends to use?

Appendix L lists route management best management practices, and these are included in the Engineering Best Management Practices discussion.

23. What is the BLM’s monitoring plan for the TMP?

On a priority basis BLM will monitor motorized vehicle use for:

- user pioneered roads or trails
- impacts on wildlife
- impacts on other recreation or resource uses

- user conflicts and complaints
- resource damage
- private land conflicts
- trends in violations and incidents

Monitoring methods include traffic counters, intercept surveys, aerial flights, remote sensing observation techniques, investigation of complaints from the public, and field observations.

24. How will the BLM assure that the TMPs are being implemented correctly?

The BLM seeks to inform the public of travel management planning, to educate public land users about TMP and route decisions, and use the lowest level of enforcement to achieve desired outcomes. Enforcement may include citations and fines if motorized use occurs outside of the specific constraints of TMPs or off-road in areas that are defined in the RMP as Closed or Limited. Regulations and maps/brochures will be made available at multiple locations, including the BLM website, BLM offices, local venues and onsite, as appropriate. Informative materials include:

OHV Signs

Standardized signs (i.e., type of substrate, layout, and design) will identify OHV designations in the field; however, the level of signing will be defined in specific TMPs. OHV signage includes:

- **Portal signs:** Portal signs provide travel designations for an area, such as, “Motorized vehicle use on public land in this area is limited to designated roads and trails.” Portal signs will be posted accordingly:
 - For areas Limited to Designated roads and trails, portal signs will provide additional information. For example: “Motorized vehicle use on public land in this area is limited to roads and trails identified with a white arrow.”
 - For areas managed as Open, portal signs will specify the boundaries, user ethics, and public safety messages.
 - For areas managed as Closed to motorized use, signs that state the reason for the closure will be posted.
- **Route signs:** All designated routes (routes that are open to motorized vehicle travel) will be identified with signs, including an open symbol, such as a white arrow. White arrows should be placed at entrances and intersections of all designated roads. All individual closed routes would not typically have signs.

Maps and Brochures

Maps and brochures can provide detailed information to the public about OHV designations. They are an excellent source of land ownership status and travel information. While maps and brochures cannot be the only source of information, they are an excellent aid.

Brochures can portray OHV designations for specific areas. They are easy to produce, inexpensive, and can be updated quickly and made available in printed or online versions. Brochures can assist enforcement activities to monitor and enforce designated roads and trails.

Education

The Tread Lightly and Operation Respect programs will be included in OHV implementation planning. The BLM will initiate programs in the Planning Area for the public that emphasize responsible motorized

vehicle use and respect for the land, resources, and private property rights. Tread Lightly! Inc. is a source of excellent educational materials that promote responsible OHV use.

The Wyoming BLM has used the Operation Respect program for over 20 years. This program is a public outreach initiative that promotes respect for both public and private land, provides information on access to public lands, encourages users to obtain permission from private landowners, and specifies where to get information. Additional programs such as the BLM's Environmental Education Program, the Game and Fish Department's Hunter Stewardship Program, the Hunter Safety Education Program, and the Annual Hunting and Fishing Heritage Exposition, will be utilized when possible for the BLM's OHV program public outreach. Outfitters and guides associations can also assist the BLM with educating the public about OHV ethics. These and other avenues that promote responsible OHV use should be strengthened.

The BLM will incorporate information about regulations, penalties, consequences for irresponsible behavior, and potential impacts to resources from inappropriate use into the outreach program. Methods of public outreach include information postings on the BLM's website, brochures, fact sheets, news releases, and radio talk shows.

Enforcement

All federal and state motor vehicle laws are subject to enforcement. Publication of TMP decisions in the *Federal Register* or made available through any completed NEPA process is sufficient for legal enforcement. Enforcement may include citations and fines if motorized use occurs outside of the specific constraints of TMPs, or off route in areas that are defined in the RMP as Closed or Limited. There are narrow exceptions for necessary tasks (see above). The BLM may enter into cooperative law enforcement agreements with state and local agencies such as the Wyoming Game and Fish Department or county law enforcement agencies.

25. How will the BLM address sage-grouse habitat management in TMPs?

Route by route analysis (referred also as minimization or designation criteria as stated in 43 CFR 8342.1) in sage-grouse Priority Habitat Management Areas will recognize sage-grouse habitat as a predominant management objective, as well as the priority resource to manage for. The route by route analysis will determine future travel management plans within sage-grouse Priority Habitat Management Areas, which would be designed to minimize impacts to sage-grouse habitat.

Travel management planning will include:

- Evaluate the need for closures of routes not desired for public purposes, including seasonal closures, and designate routes with current administrative/agency purpose or need to administrative access only;
- Routes designated as closed will be restored when necessary using appropriate seed mixtures for sage-grouse ecological conditions;
- Limit route construction to realignments of existing designated routes if that realignment has a minimal impact on sage-grouse habitat, eliminates the need to construct a new road, or is necessary for motorist safety;
- Use existing roads, or realignments as described above to access valid existing rights that are not yet developed. If valid existing rights cannot be accessed via existing roads, then new road construction would be designed to mitigate impacts to sage-grouse habitat consistent with the National Greater Sage-Grouse Conservation Measures/Planning Strategy (IM 2012-044);

- Upgrading of routes that would change route category (road, primitive road, or trail) or capacity would be allowed if it would have minimal impact on sage-grouse habitat, if it is necessary for motorist safety, or eliminates the need to construct a new road;
- For new road proposals, consider an alternative that would locate new primary and secondary roads greater than 1.9 mi from the perimeter of occupied sage-grouse leks inside priority habitat areas. Additionally, for new proposals, consider and evaluate an alternative that would locate new tertiary roads greater than 0.6 mile from the perimeter of occupied leks; and
- Construct new roads to a minimum design standard needed for proposed activity.

Travel management will also evaluate the need for closures, including seasonal closures.

26. How will BLM consider cultural resources under TMPs?

BLM will comply with the requirements of Section 106 of the NHPA when designating OHV areas and a travel management network as part of future TMPs. Specific projects undertaken to improve, or rehabilitate, routes or areas are also undertakings subject to Section 106 of the NHPA. Compliance with Section 106 would be in accordance with the Wyoming State Protocol agreement between BLM and the Wyoming SHPO and BLM guidance relating to cultural resource considerations for OHV designations and travel management (BLM IM 2012-067 (Feb. 15, 2012)). BLM would consider as part of this process existing cultural resource information and potential impacts to historic properties. BLM would identify the geographic area or areas within which the character or use of any historic properties may be directly or indirectly affected by the designations, i.e., the Area of Potential Effect (APE). APEs should include areas that might suffer indirect effects from OHV use, such as access routes leading to at-risk sites vulnerable to vandalism and looting (e.g., historic or prehistoric structures, rock shelters, or rock art) or increased erosion to sites.

BLM also may close routes or roads or OHV designations to protect cultural resources. Evaluation of routes or areas to be designated as closed to protect cultural resources may be based on existing inventory information and may be implemented through appropriate level of National Environmental Policy Act analysis, including issuance of a temporary closure. There may be cases where continued use of an OHV management area or route prior to designation may not be authorized before Class III inventory and Section 106 compliance is completed.

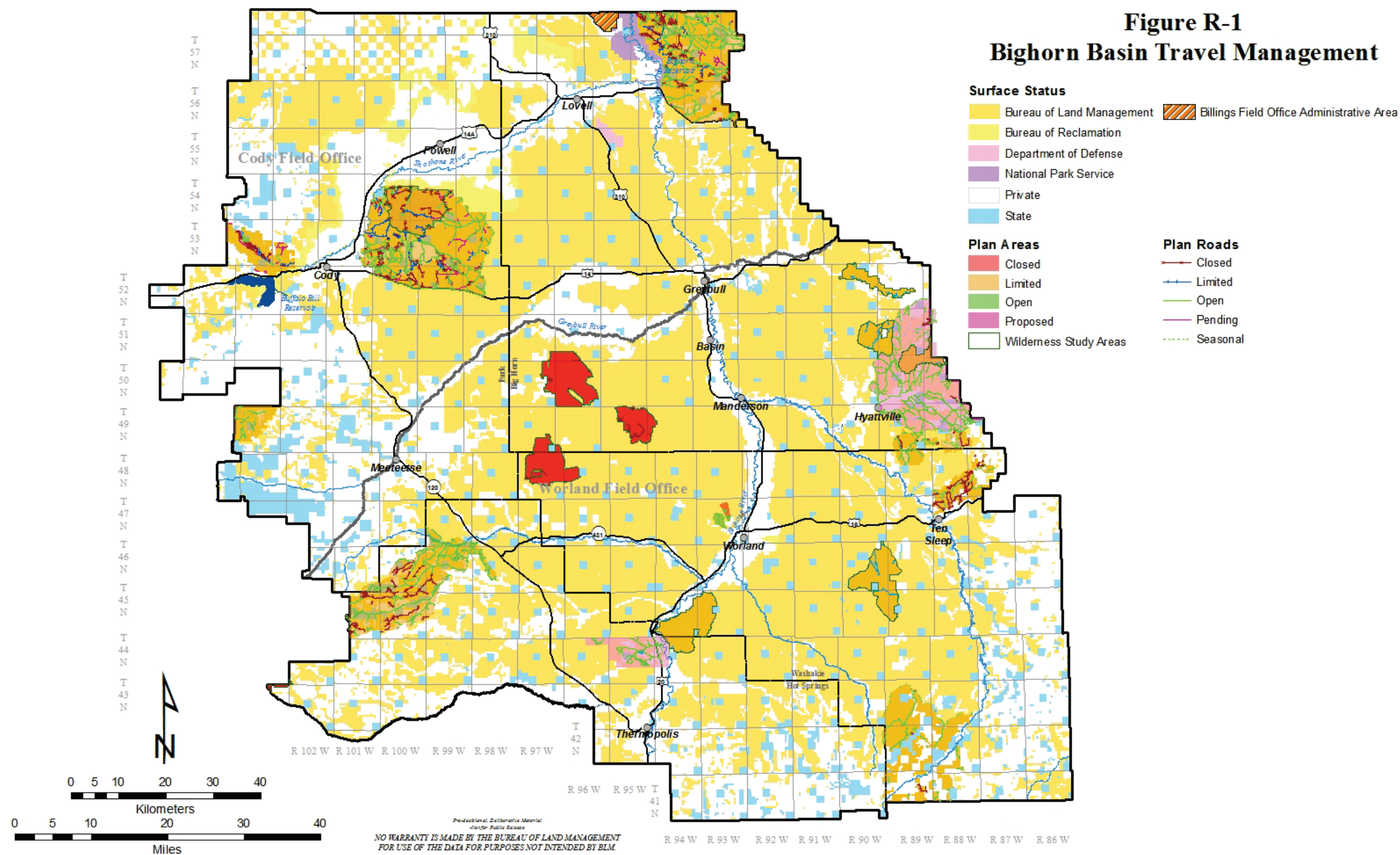
Cultural resources inventory requirements, priorities, and strategies will vary depending on the quality of existing information, the extent of potential change to the location by OHV use, the expected density and nature of historic properties (see BLM Manual 8110), and the potential direct, indirect, and cumulative effects of proposed designations. Where there is a reasonable expectation that a proposed designation will shift, concentrate, or expand travel into areas where historic properties are likely to be adversely affected, a Class II or Class III inventory focused on areas where adverse effects are likely to occur is recommended prior to designation.

2.0 KNOWN ROAD AND TRAIL NETWORK

The Figure R-1 displays the travel management designations for the known road and trail network in the Planning Area. The known road and trail network in the Planning Area can be obtained from the local BLM office or downloaded from <http://www.blm.gov/wy/st/en.html>. Any future decisions to limit travel to designated roads would be based on updated, site specific inventories that would include public participation.

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Figure R-1. Travel Management for the Known Road and Trail Network Bighorn Basin Planning Area



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3.0 TRAVEL MANAGEMENT MATRIX

The matrix that follows shows travel management designations in specific locations across the Planning Area by alternative. These locations have been grouped by type (e.g., ACECs or recreation management areas).

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Table R-1. Travel Management Matrix

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F						
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure	
Areas of Critical Environmental Concern (ACECs)																											
Carter Mountain	•		■ (Seasonal closure November 15 – June 15)		■				■ (Seasonal closure November 15 – June 15)		■				■					■		■ (Seasonal closure November 15 – June 15)		■			
Little Mountain	•		■ (Seasonal closure December 1 – April 30)		■				■ (Seasonal closure December 1 – April 30)		■				■ (Seasonal closure December 1 – April 30)					■		■ (Seasonal closure December 1 – April 30)		■			
Clarks Fork Basin/Polecat Bench	•						■				■									■						■	
McCullough Peaks	•				■						■									■			■				
Foster Gulch	•						■				■									■						■	
Brown/Howe	•				■						■						■							■			
Rainbow Canyon	•						■				■									■						■	
Five Springs Falls	•				■						■									■				■			
Clarks Fork Canyon	•						■		■ (Closed on part)		■									■				■			
Rattlesnake Mountain	•				■				■ (Closed on part)		■									■						■	
Sheep Mountain	•						■				■									■				■			
Big Cedar Ridge		•		■						■										■			■				
Red Gulch Dinosaur Tracksite		•			■						■									■				■			
Sheep Mountain Anticline	•				■						■									■				■			
Spanish Point Karst Area		•	■						■						■							■					
Upper Owl Creek		•			■						■				■					■				■			
Chapman Bench	•						■			■										■						■	
Paleocene, Eocene Thermal Maximum (PETM)	•						■						■							■			■				
National Historic Trails and Other Historic Trails																											
Nez Perce National Historic Trail	•						■				■ (Within 5 miles of NHT) (7191)								■ (Within ¼ mile of NHT)				■ (Within 5 miles of NHT)				
Other Historic Trails	•	•					■				■ (Within 5 miles of NHT) (7195)								■ (Within ¼ mile of NHT)						■		

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F						
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure	
Recreation Management Areas (SRMAs, ERMAs)																											
Absaroka Foothills		•			■						■					■							■				
Bighorn River	•	•		■ (Portions in WFO)	■ (CYFO and portions in WFO)						■					■							■				
Badlands			■	■					■		■									■		■					
Tour De Badlands		•		■							■					■							■				
Wild Badlands		•	■						■								■					■					
Tatman Mountain		•		■							■					■							■				
West Slope of Bighorn Mountains	•		■ (Seasonal closure December 1 – April 30)		■				■ (Seasonal closure December 1 – April 30)		■					■ (Seasonal closure December 1 – April 30)	■	■				■ (Seasonal closure December 1 – April 30)		■			
Trapper Creek		•	■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■				■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■					■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)				■		■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■			
Paint Rock		•	■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■ (Continue to Implement Travel Management Plans in the Paint Rock area)				■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■					■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)	■ (Maintain implemented Travel Management Plans)					■ (Seasonal closure December 1 – June 30 within Medicine Lodge HMA) (Closed within Spanish Point Karst ACEC)		■			
Brokenback/ Logging Road Area		•			■ (Implement Travel Management Plans)						■						■ (Maintain implemented Travel Management Plans)						■				
South Bighorns		•			■ (Implement Travel Management Plans)						■						■ (Maintain implemented Travel Management Plans)						■				
Canyon Creek		•			■						■						■						■				
Red Canyon Creek		•			■						■						■						■				

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F						
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure	
The Rivers Area	•			■ (For the Shoshone River area)	■ (For the N and S Forks of the Shoshone and the Clarks Fork of the Yellowstone River)					■ (For the Shoshone River area)	■ (For the N and S Forks of the Shoshone and the Clarks Fork of the Yellowstone River)					■							■ (For the N and S Forks of the Shoshone and the Clarks Fork of the Yellowstone River)				
Historic Trails	•	•					■				■ (Within 5 miles of Trail)						■ (Within ¼ mile of Trail)								■		
Worland Caves	•		■						■								■				■						
McCullough Peaks	•			■	■						■					■						■	■				
Basin Gardens		•		■							■	■				■			■				■		■		
Basin Gardens Play Area		•		■								■							■					■			
Basin Gardens		•		■							■					■							■				
Horse Pasture		•		■					■							■							■				
Rattlesnake Ridge		•		■						■									■				■				
Beck Lake	•			■					■							■							■				
Newton Lake Ridge	•			■ (In portions)	■ (In the remainder)				■							■							■				
Wilderness Study Areas (WSAs)																											
Alkali Creek	•				■				■					■			■						■				
Bobcat Draw Badlands	•		■ (Implement Travel Management Plans)						■					■			■				■						
Cedar Mountain	•			■					■					■			■						■				
Honeycombs	•			■					■					■			■						■				
McCullough Peaks		•			■ (Implement Travel Management Plans)				■					■			■						■ (Implement Travel Management Plans)				
Medicine Lodge	•		■ (Closed within Spanish Point ACEC)		■				■ (Closed within Spanish Point ACEC)					■	■ (Closed within Spanish Point ACEC)		■				■ (Closed within Spanish Point ACEC)		■				
Owl Creek	•		■ (Implement Travel Management Plans)						■					■			■				■						
Red Butte	•		■ (Implement Travel Management Plans)						■					■			■				■						

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F					
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure
Sheep Mountain	•		■ (Implement Travel Management Plans)						■					■			■				■					
Trapper Creek	•		■ (Closed within Spanish Point ACEC)		■				■ (Closed within Spanish Point ACEC)					■	■ (Closed within Spanish Point ACEC)		■				■ (Closed within Spanish Point ACEC)			■		
Lands with Wilderness Characteristics																										
All Lands with Wilderness Characteristics	•	•					■				■			■					■			■ (Alternative F)			■	
Wild and Scenic Rivers (WSRs)																										
Clarks Fork Yellowstone River	•				■				■					■	■						■					
Cottonwood Creek	•		■						■					■					■						■	
Cow Creek	•				■				■					■					■						■	
Deep Creek		•	■						■					■					■						■	
Deer Creek	•				■				■					■					■						■	
Dry Medicine Lodge Creek		•		■					■					■	■ (Closed [portions within Spanish Point Karst] ACEC; and seasonal closure dates December 1 – June 30 within Medicine Lodge HMA)		■ (portions within the WSA)		■		■ (Closed [portions within Spanish Point Karst]; and seasonal closure dates December 1 – June 30 within Medicine Lodge HMA)		■ (portions within the WSA)		■	
Medicine Lodge Creek		•	■						■					■					■						■	
Oasis Spring Creek	•				■				■					■			■		■				■		■	
Paint Rock Creek Unit		•		■	■				■					■		■	■		■				■		■	
Porcupine Creek	•				■				■					■			■		■				■		■	
Powder River (Middle Fork)		•		■	■						■			■			■		■				■		■	
Trapper Creek		•	■						■					■	■ (Closed [portions within Spanish Point Karst] ACEC)		■		■		■ (Closed [portions within Spanish Point Karst] ACEC)		■		■	
Trout Creek	•				■				■					■			■		■				■		■	
White Creek		•	■						■					■					■				■		■	

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F					
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure
Motorized Use Areas																										
Worland Off Highway Vehicle Area		•				■						■						■						■		
Bentonite Hills area						■							■					■						■		
Lovell Lakes “Motocross” area						■							■					■						■		
Hill climbing areas near Cowley				■		■	■						■					■							■	
Diamond Basin area near Cody	•			■		■	■		■				■					■					■		■	
Red Lakes area near Cody	•					■				■			■					■							■	
Areas near Powell and Greybull							■						■					■							■	
Area near Park County Landfill							■		■				■				■	■							■	
Other Areas with Identified Travel Management Designations																										
Visual Resources	•	•			■ (VRM Class I and II Areas)				■ (VRM Class I Areas)		■ (VRM Class II Areas)									■					■ (Not limited by VRM Class)	
Essential or Recovery Habitat for threatened or endangered species	•	•			■						■						■						■			
Threatened and endangered species habitat	•	•	■						■										■						■	
Areas with fragile soils	•	•			■								■						■						■	
Areas containing significant cultural and paleontological resources	•	•			■						■						■						■			
Areas over important caves or cave passages	•	•			■						■						■						■			
Red Canyon Creek area south of Thermopolis		•			■						■					■							■			
Lands along the Bighorn Slope, Bridger, Owl Creek, and Absaroka Foothills		•			■						■					■	■						■			
Gebo/Crosby area		•		■							■					■									■	
Cottonwood Creek Trail	•		■						■						■							■				
Five Springs Road	•		■						■						■							■				
Pete’s Canyon Trail	•		■						■						■							■				
Gooseberry Trail		•	■						■						■							■				

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F						
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure	
Canyon Creek Access Trail		•	■						■						■						■						
Salt Lick Trail		•	■						■						■						■						
Paint Rock Trail		•	■						■						■						■						
Lone Tree Trail		•	■						■						■						■						
Duck Swamp Environmental Educational Area		•	■						■						■						■						
Badlands Interpretive Trail		•	■						■						■						■						
Worland Shooting R&PP area		•	■						■						■						■						
The Lovell Shooting Range	•		■						■						■						■						
Cody Archery Range	•		■						■						■						■						
Areas with Travel Designations and Seasonal Travel Management Restrictions																											
Absaroka Front Management Area							■		■ (Partially closed)		■						■						■				
Carter Mountain	•		■ (Seasonal Closure November 15 – June 15)		■				■ (Seasonal Closure November 15 – June 15)		■				■ (Seasonal Closure November 15 – June 15)		■				■ (Seasonal Closure November 15 – June 15)		■				
Medicine Lodge Wildlife Habitat Management Area		•	■ (Seasonal Closure December 1 – June 30)		■				■ (Seasonal Closure December 1 – June 30)		■				■ (Seasonal Closure December 1 – June 30)		■				■ (Seasonal Closure December 1 – June 30)		■				
Upper Renner Wildlife Habitat Management Area		•	■ (Seasonal Closure December 1 – May 31)		■				■ (Seasonal Closure December 1 – May 31)		■				■ (Seasonal Closure December 1 – May 31)		■				■ (Seasonal Closure December 1 – May 31)		■				
Little Mountain Travel Management Plan area		•	■ (Seasonal Closure December 1 – April 30)		■				■ (Seasonal Closure December 1 – April 30)		■				■ (Seasonal Closure December 1 – April 30)		■				■ (Seasonal Closure December 1 – April 30)		■				
Bald Ridge area		•	■ (Season Closure January 1 – April 30)		■				■ (Season Closure January 1 – April 30)		■				■ (Season Closure January 1 – April 30)		■				■ (Season Closure January 1 – April 30)		■				
Twin Creek Trail		•	■ (Seasonal Closure January 1 – April 30)		■				■ (Seasonal Closure January 1 – April 30)		■				■ (Seasonal Closure January 1 – April 30)		■				■ (Seasonal Closure January 1 – April 30)		■				
Crucial big game winter range	•	•					■		■ (Seasonal Closure November 15 – April 30)		■			■						■ (On a case-by-case basis)	■ (Allow temporary closures)		■				

Table R-1. Travel Management Matrix (Continued)

AREA	Field Office		ALTERNATIVE A						ALTERNATIVES B AND E						ALTERNATIVE C						ALTERNATIVES D AND F					
	C ¹	W ²	Closed	Interim Existing ³	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁶ Closure	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow ⁵ Closure ⁷	Closed	Limited to Existing	Limited to Designated	Open	No Separate Designation ⁴	Over-Snow Closure
Sage-Grouse Priority Habitat Management Areas	•	•					■		■ (Seasonal Closure February 1 – June 30)		■			■ (In Sage-grouse Winter Concentration Areas)					■						■	
Lynx Analysis Units	•	•						■						■						■						■

¹Cody Field Office
²Worland Field Office
³Areas limited to existing roads and trails on an interim basis until completion of travel management planning.
⁴Areas with no separate travel management designation are areas with no specific travel management designation under the alternative. Travel Management in these areas is managed consistent with other resource objectives. If no other travel management applies, motorized vehicle use is limited to existing roads and trails.
⁵Areas open to over-snow vehicle travel under alternatives A and C are considered on a case-by-case basis.
⁶Areas open to over-snow vehicle travel under Alternative B must have a minimum average of 12 inches of snow or be recognized as a groomed motorized trail. If these conditions do not exist then the over-land travel decisions regulate travel in the area.
⁷Areas closed to over-snow vehicle travel under Alternative C are considered on a case-by-case basis.

ACEC	Area of Critical Environmental Concern	S	South
ERMA	Extensive Recreation Management Area	SRMA	Special Recreation Management Area
N	North	VRM	Visual Resource Management
NHT	National Historic Trail	WSA	Wilderness Study Area
R&PP	Recreation and Public Purpose	WSR	Wild and Scenic River

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